

TOPIC Ghimhav Airfield near Brasov

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DATE OF CONTENT 1945 to September 1951

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DATE PREPARED 22 April 1952

## REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

## REMARKS

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1. The airfield located just west of the road from Brasov (R 35/X 37) to Halchiu (R 35/X 39) was surrounded by level fields and grassland. No railroad connection was observed. In 1945, the field was occupied by a Soviet unit. The field subsequently became vacant and remained vacant until late 1946 or early 1947 when occasionally flying activity was observed. In 1947 and 1948, extensive construction work was done at the field. Sand, gravel and cement were trucked to the installation. Large quantities of clay pipes were piled up long the road at the eastern edge of the field. No construction work was noticed during 1951. Source remembered a very long north-south runway in the middle of the field. The road along the eastern border of the field was probably of concrete and extended between the dispersal area located in the northeastern corner of the field and the one located south of the south-eastern corner outside of the field area. Camouflage devices consisting of steel pipes, meshed wire and green rags were observed at the dispersal areas. From the street, aircraft could be observed under these frames. Eight to 10 buildings of different sizes were located at the eastern border of the field. Among them were two or three large three-story buildings with many windows. Other buildings had no windows. Airfield boundary and obstacle lights were available. \*
2. In 1951, there was a total of 30 to 40 aircraft at the field. Prior to that time the occupation was presumably much lighter, as there was only a little flying activity. The aircraft observed in 1951 included low-wing and mid-wing monoplanes both probably fitted with radial engines. The low-wing monoplanes were noisier and faster than the mid-wing craft. A jet aircraft, of which source prepared a sketch, was first observed in late summer or fall 1950 and again since the spring of 1951. \*\*

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\* Comment. No information on the airfield has been received for a long time. Construction work at the field is credible, and it can be assumed that at least an extensive drainage system was installed. The construction of a runway seems possible but requires confirmation. Ghimbav airfield is more suitable for an extension than Brasov North which is surrounded by buildings. It is, therefore, believed that Ghimbav is important among the airfields of that area.

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\*\* [redacted] Comment. The airfield has been carried as occupied by a Soviet unit probably until early 1940. It was also reported as pilot school in connection with the training of glider pilots in San Petru (R 45/X 38). [redacted]  
 . The present report does not indicate whether the field is occupied by the Rumanian or the Soviet air force. According to a sketch, which was not forwarded, the described jet aircraft is believed to be a MiG-15.

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